

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE HEADQUARTERS AT THE
CITY OF
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADES REPORT.
Subscription paid in advance, \$12
per annum. Postage to any part of
the World, \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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WATSON'S
LOTION FOR
PRICKLY
HEAT

An Invaluable Remedy
Immediately Relieves the Irritation.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.35 per bag ex Factory
SHewan, Tomes & CO.,
General Managers
Hongkong, 29th April, 1908.

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 6th March, 1907.

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907.

NEW CARTRIDGES.
BY Popular English Manufacturers. In
all Boxes and Sizes.
SHOEMLESS PANTS
SHIRT, No. 10 to S88G. at \$6.37 and
\$7.50 per 100 SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.
Hongkong, 26th October, 1906.

A LING & CO.
18, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUHN & KOHNE).

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907.

A. TACK & CO.
23, DES VŒUX ROAD, CENTRAL.
JUST LANDED A LARGE STOCK OF
WRATTEN and WAINWRIGHT
PLATES.

EASTMAN'S KODAKS and FILMS.
DEVELOPING and PRINTING
UNDELTAKEN.
Hongkong, 4th March, 1907.

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE:
WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
NIGHT CABS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,
every hour.

SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.
6.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.
NIGHT CABS. 8.45 p.m. & 9.00 p.m. 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement of the Com-
pany's Office, Alexandra Building, Des Vœux
Road Central.

JOHN D. HUMPHREY & SON.
General Managers
Hongkong, 26th May, 1907.

DENTAL HYGIENE.

Antiseptic Aids to the Maintenance of Personal Health

LISTERINE

The Standard Antiseptic Preparation
THREE Sizes \$0.70, \$1.25 AND \$2.00.

LISTERINE TOOTH POWDER

A Frictionary Dentifrice for Employment in Conjunction with Listerine
70 CENTS PER BOTTLE.

LISTERINE DERMATIC SOAP

An Antiseptic Detergent

70 CENTS PER TABLET.

LISTERINE

AND
LISTERINE SPECIALTIES

FOR SALE BY

WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,
AERATED WATER MANUFACTURERS

31, Queen's Road Central.

Hongkong, 12th June, 1908.

THE TOR HOTEL LIMITED, KOBE.

A STRICTLY FIRST CLASS HOTEL

WILL be OPENED for the reception of Guests on

20TH JUNE, 1908.

Accommodation for 200 Guests.

Large and spacious Outside Rooms only.

Telephone & Bell system.

French Chef de Cuisine.

Cold Storage.

Vintage Wines.

All Bedrooms with Bathrooms attached.

Hot and Cold Water service.

Latest Sanitary Arrangements.

Complete and Latest Fire Alarm System.

Electric Light and Fans throughout.

Extensive Gardens and Pleasure Grounds.

Magnificent View over the whole Town, the Harbour, Awaji, the Entrance to The Inland Sea, and Osaka Bay.

W. A. MARTIN, Manager.

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EVERY FACILITY

In connection with Life Assurance Businesses

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ONE of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to

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Agents.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE

Dining accommodation for 300 Persons

Well Furnished Reception Rooms

Private Bar and Billiard Room for Hotel

Residents.

Electric Lifts to each Floor.

Electric Lighting and Fans

Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms

Ladies' Cloak Rooms

Maton in attendance

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

839

757

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).

Electric Passenger Elevator to each floor.

Table D'Hoté of separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905.

757

"KINGSCOLERE,"

PRIVATE HOTEL

APPROACH FROM KENNEDY ROAD AND

MACDONNEL ROAD.

Telephone No. 184.

Telegraphic Address: "SACHSOLA".

A. B. C. Code 5th Ed.

ELECTRIC LIGHT, Hot and Cold Water

throughout. Billiards, Tennis, Croquet,

putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE.

41

"BRAE'SIDE,"

PRIVATE HOTEL

STANDING in its own grounds with Tennis

and Croquet Lawns, Large airy and

Well Furnished Bedrooms, every home comfort.

Fine View of the Harbour. Reduced Terms

for the Summer Months. Telephone No. 690.

Apply to Mrs. F. W. WATTS.

"Brae'side," 20, Macdonnell Road.

Hongkong, 4th December, 1907.

1440

THE GRAND HOTEL

DIVISION STREET, KOBE

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS

situated in close proximity to the Harbour

and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBAILLE

M. MAILLE

Proprietaires.

83

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY \$4 to \$7 according to Room selected

WEEK \$25 to \$40 do. do. do.

MONTH \$90 to \$140 do. do. do.

WEEK-ENDS—Saturday afternoon to Monday

morning—\$7 to \$10.

Two persons occupying one room, will be

charged a rate and a half only.

Children under 12—half rates.

83

SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by AH CHONG, for over

seventeen years Chief Cook with the

late Mr. J. W. OSBORNE.

832 WM. FARMER,

Proprietor.

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"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH

CHINA).

MACAO.

THE Hotel is under European manage-

INTIMATION

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

WATSON'S
E
VERY OLD LIQUEUR
SCOTCH
WHISKY

A Blend of the Finest Pure Malt Whiskies
Distilled in Scotland
of
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

PER CASE - - - \$16.50,

WATSON'S
D. SHERRY
SUPERIOR PALE DRY.

PER DOZEN - - - \$19.50.

A VERY FINE WINE, POPULAR
THROUGHOUT THE FAR EAST.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 3rd June, 1908.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news columns
should be addressed to The Editor.

Correspondents must forward their news and add
resses with communications addressed to the
Editor, not for publication but as evidence of good
faith.

All letters for publication should be written on
one side of the paper only.

No anonymous signed communications that have
already appeared in other papers will be inserted.

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P.O. Box: 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNI 13TH, 1908.

We reproduce on page 9 of this issue an article which must deeply interest those interested in British shipping. We are solemnly warned thereof that British sailors are being crowded out of the British mercantile marine by "cheap foreigners" and that the subsidies paid by foreign governments are tending to cut British freights to a ruinously low level. The idea of the writer seems to be that Britain must in self-defence go in for some method of subsidy or bounty to save its shipping though he makes no definite suggestion. The sentiment of the British people still seems to be against any proposal of a protective nature, and we doubt if it would be at all easy to get the present government to consider any sort of proposal for shipping subsidies. Prima facie, that would appear to be a more reasonable course to follow than to expect all the foreign governments which believe in the subsidy system to fall into line with us. Some of the good people who have felt alarm at the apparent decline of British shipping in their outcries have sought to prove too much, and have alleged that subsidies do not pay the governments which grant them. We cannot presume to argue that point, but merely point out that in the course of experience foreign governments ought to know their own business best.

What seems reasonable at the moment is this, that if we believe British shipping is suffering because of foreign subsidies, we ought not to rail at foreign governments for doing their best for their own, but rather to complain that our own Government does not do as well for us, and to submit to it and urge upon it some definite proposal.

There are those who desire to see the re-enactment of the Navigation Acts by way of remedy. These protective Acts had the two-fold object of protecting British sea-borne commerce and the interests of British seamen; and also to help to maintain an available reserve of sailors for the Navy. They were repealed when the British nation had got the idea that Free Trade was a blessing in itself, that it was the end instead of a means to an end. Likewise, the immediately preceding institution of continuous service in the Navy had made their second object—to be a nursery for the Navy—less necessary. After the Chinese War the Navy no longer depended upon the Merchant Service for its supply of men, and so the repeal of the Navigation Acts seemed to be warranted on all grounds. The subsequent introduction of short service in the Navy was a further factor in reducing the importance of the merchant service as a source of supply to the Navy, and it made the Royal Naval Reserve almost a negligible quantity. To-day, in spite of the good relations fostered and encouraged between the two services by the Merchant Service Guild and men like Lord CHARLES BRADFORD, it is probably fair to say that no interchange of men is counted on to any appreciable extent. Each service, so far as men are concerned, is self-dependent. So it is unlikely that the old Acts will ever be welcomed back. Other remedies, as we believe we have pointed out before, are far to seek. The increase in the number of "cheap foreigners" on British ships is obviously not a matter for British shipowners to worry over. If foreign sailors are cheaper, and do the work just as well, the saving on their wages seems to partly take the place of the subsidy that some of them would like to draw. With regard to the decline in the number of British sailors, it will be suggested that the cost of attracting British back to the service, by improving the conditions, could not be borne by the shipowners, already hard put to it to maintain the supremacy of British shipping. It seems clear enough that there are two distinct patriotic desires involved, the prosperity of British shipping, and the prosperity of British sailors, and that the two appear to clash. The Home Government, in its usual impulsive way, has taken one view of the employment of Asiatics; local shippers take quite another, as we have seen. It is comparatively easy to pen such articles as those to which we thus call attention, and it has been no more difficult to point out the complexity of the position. To put forward constructive criticisms, to discover feasible remedies, is, is quite another matter; and we would be glad to welcome the co-operation of those who have ideas beyond mere jeremiads.

There were twelve plague notifications yesterday, making the total at now 729.

The H.K.V.R.A. shoot for the May Cup takes place to-day and to-morrow, at King's Park Range, 200 yards.

The American Consul-General notifies us that by direction of the Royal Collector of Customs of the Philippines Islands, the ports of Jurat and Sitangk, P. I., will be closed as ports of entry on June 30, 1908.

Last evening Mr. Silverton was entertained by the members of his staff at a dinner at the Hongkong Hotel. During the past three years Mr. Silverton has been agent of the Pacific Mail, S. S. Co., Occidental and Oriental, S. S. Co., Tejo, Kisen Kaisha, and Portland and Asiatic S. S. Co. Accompanied by Mrs. Silverton and their youngest son he is leaving on s/s "Korea" sailing Tuesday next on a vacation of six months.

Messrs. Sanderson, Weller & Co., as agents for the Scottish Union and National Insurance Co., send us the directors' report for 1907, from which we learn that 929 new life policies for £379,257 were issued, at premiums totalling £25,256. Four hundred and eight death claims were paid. For annuities, £1,321 were received. Fire premiums amounting to £342,502 were received, leaving a credit balance of £67,104. The year's net profit was £139,882, which allowed a dividend of 1 per cent.

By kind permission of Major R. L. H. Burton and Officer Commanding the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, on (Saturday) evening, 13th June 1908.

March "Knight Errant" "Bridgeman" "Daffodil" "Tickle Valve" Selection: "Les cloches de Corneville," "Planquette Romance," "Simple Aye," "Theme Overture," "Belisario," "Donizetti's" "Hall Gayotter," "Intermezzo," "Ball Selection," "Floradora," "Stuart Two Step," "Laughing Water," "Jager Regimental Marches,"

God bless the Prince of Wales.

God save the King.

DINNERS MENU.—Hors d'oeuvres—Cod's Roe on Toast. Soup—Gravy. Sup.—Fish—Fish Cutlets and Piquante Sauce. Entrees—Jugged Hare and Red Currant Jelly. Boiled and Olives, Chicken and Macaroni Pattice. Cury—Foremost, Joint, &c.—Roast Lamb and Mint Sauce. Boiled Cured Leg of Pork and Pease Pudding. Cold Pot Pie Corned Beef and Mixed Salad. Sweet—Vermicelli, Pudding, Vanilla Ice Cream and Finger Cakes. Tippy Cake, Cheese Straws. Dessert—Coffee, Fruits.

At the Marine Court yesterday three sailors arrested for deserting from the ss. "Orion" were sentenced to six weeks' hard labour, or until the ship's next sailing.

A meeting on the 29th ultime, of the representatives of the Japan, Yokohama, and Kobs Sugar Refining Companies agreed to stop entirely the production of sugar for the home market during June, in order to maintain the price, and prevent the loss which might result during the rainy season, when sugar stored is very liable to loss weight. When this resolution is carried into effect, the output will be reduced by 235,000 bags.

A strange message from the sea was recently received at Biarritz. A bird was shot there, on one of which was tied a small card. On the card was written the following message:— "February 26, 1908.—Are lost on an island uncharted, 32 degrees latitude north, by 46 longitude. We have food for five months. Come and help us." The message is signed by the captain and six men of the boat "Explor," from St. Lazaria.

Nothing more clearly shows the rate of interest it is possible to obtain in Japan of comparatively good security than the following transaction. The Nagoya Electric Light Company has contracted a loan of £500,000 from the Merchant Service Guild and men like Lord CHARLES BRADFORD, it is probably fair to say that no interchange of men is counted on to any appreciable extent. Each service, so far as men are concerned, is self-dependent. So it is unlikely that the old Acts will ever be welcomed back. Other remedies, as we believe we have pointed out before, are far to seek. The increase in the number of "cheap foreigners" on British ships is obviously not a matter for British shipowners to worry over. If foreign sailors are cheaper, and do the work just as well, the saving on their wages seems to partly take the place of the subsidy that some of them would like to draw. The loan will be used to defray in part the cost of machinery for driving the engines by the power obtained from the Niagara River. The total cost of the work is estimated at £1,500,000.

A statement was circulated in London last month to the effect that negotiations were in progress between the P. & O. Steamship Company and the Canadian Pacific Company for the establishment of a Pacific Shipping Combine. The result anticipated in shipping circles, it was further stated, "is that the P. & O. Company will eventually purchase the existing fleet of the Canadian Pacific Line, including certain new ships that have been in commission for the latter company's service but for the present negotiation." Sir Thomas Sloughnassy, President of the Canadian Pacific Company, emphatically denied the truth of the statement. "There is absolutely no foundation for the report," he said. "The Canadian Pacific Company has not the slightest intention of combining with any steamship line. We own private steamboats not because we have any desire to compete in the steamship business, but simply that the traffic from our railway terminals requiring water transit may be conveyed more expeditiously and with greater convenience than would otherwise be the case." In another authoritative quarter the rumours of a Pacific "combine" were also denied.

M. Klobukowski's nomination as Governor-General of Indo-China has been well received by our southern neighbours. The Cochin-Chine says the choice is an excellent one as in the present state of the Colony it is necessary to have at the head of affairs a man who knows it well. After having been "chef de cabinet du préfet," M. Klobukowski went in 1882 to Cochin-Chine as chef de cabinet du gouverneur, and he subsequently held the appointment of director of the cabinet of the Resident General in Annam and at Tonkin in 1886. In 1887 he became Secretary-General to the Government-General of Indo-China. Since as Consul or as Minister Plenipotentiary he has occupied positions which complete his colonial education, notably at Calcutta and Bangkok where he was stationed in 1901. His most recent appointment has been as Consul-General at Cairo, and not long ago he returned from a mission extraordinary to King Menelik in Abyssinia. M. Klobukowski, who was born in 1855 married a daughter of M. Paul Bort, a former colleague of his in Indo-China. The new Governor-General is not expected to reach Saigon until September unless events on the Chinese frontier render it necessary to expedite his departure from Paris. M. Bonhure, the acting governor-general, in consequence of the events on the frontier, is expected to remain at Hanoi until M. Klobukowski arrives.

Count de Lestain describes his recent honeymoon journey "From Peking to Sikkim" in a beautifully illustrated book published by Mr. John Murray. Incidentally, he says: "It is advantageous to have Christian servants when travelling in China. I should answer the question in the negative. The fact is that Christians, accustomed to being constantly helped and pampered by their missionaries, consider themselves especially unlucky unless they always receive the same amiable and confidential treatment. But the chief of a caravan must keep his men at a distance and make himself respected, and this is impossible in dealing with Chinese Christians, who become insolently familiar, and discuss their orders as soon as they cease to growl. After a few days they are discontented, and continually threaten to report to their missionaries the cavalier treatment which they are receiving. With this nation above all others there is the beginning of wisdom. I should always command travellers to take with them healthy Chinese, opium smokers, if possible, to pay them liberally, and to punish them mercilessly for the least fault. For money the Chinese will go anywhere, and usually behave well when their evil instincts are held in check by the hope of a large reward. The Christians are as great thieves as the heathen, but they are more hypocritical, and certainly more deceitful. Finally, there are opium smokers among them, as I proved later on."

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Other eight bodies have been recordered by the Tang Wa Hospital launch from the vicinity of the "Powan" disaster.

At St. Andrew's Church, Kowloon, tomorrow Holy Communion will be administered at noon instead of at 8 o'clock as customary on second Sundays of the month. Morning prayer and sermon at 11 a.m. when, if the weather permit the Church party, F. Company Middlesex Regiment, will attend. Evening prayer and sermon at 6 p.m. as usual. The Sunday School is now closed for the summer.

A steamship company is being formed at Fusan by Japanese to carry on a coasting trade in Korean waters. The company is to be named the Kanna Steamship Company. On the application of the projectors of the company the Korean Government has agreed to grant a loan or subsidy of £30,000 for three years under certain conditions. The subsidy granted is to be repaid by setting aside at each business period not less than 3 per cent of the net profit of the company. The prospectus of the company is to be shortly published in the newspapers of Osaka, Tokyo, Chemulpo, Ssoul, Fusan, Mokpo, and Gensan.

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TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STEEL COMBINE.

LONDON, June 12th.
A steel combine has been formed with a capital of 125 millions.

ANOTHER ATTEMPT ON THE TSAR.

LONDON, June 12th.
The Tsar narrowly escaped assassination.

THE INSPECTOR GENERAL.

LONDON, June 12th.
Sir Robert Hart has arrived in London. He is suffering from insomnia, but otherwise is better. The Inspector General was unaware of the appointment of Sir Walter Hillier as adviser to the Chinese Government.

[REUTER'S SERVICE.]

MULAI HAFID.

LONDON, June 10th.
Mulai Hafid has entered Fez with much pomp.

A BATTLESHIP'S NARROW ESCAPE.

LONDON, June 10th.
H.M.S. Irresistible while exercising in the Channel had a narrow escape from capsizing. The sea valves refusing to close, the water rushed in listing her heavily. Tugs answered her signals of distress and are standing by, constantly pumping. The water is now under control.

THE YUNNAN REBELLION.

LONDON, June 10th.
The local officials on the Yunnan border have apologised to the French authorities for the recent attack on a French reconnoitring party, and have promised to punish the culprits.

THE JAPANESE IN CALIFORNIA.

LONDON, June 10th.
The whites in the Los Angeles-melon district, California, have demolished a Japanese wagon and injured its occupants. They also stoned a crowd of Japanese severely injuring several. The whites, in the presence of the Japanese. Several whites were arrested.

MR. SLADE ABJACED.

Mr. Pollock—This is the declaration this man was prepared to sign, but he was prevented from doing so.

His Lordship—I do not see my way to look at it.

Mr. Pollock—The declaration of the other side was made on the fact that the defendants had a place of business in Bonham Strand, and inside the shop of the Tuk Shing firm. He had an enormous body of evidence to combat that.

He argued that the statement which was attached to Mr. Deacon's second affidavit was admissible because it was a statement made to the legal agent of Messrs. Deacon, Lecker and Deacon. It was not a casual statement, but one regularly made.

The Chief Justice—It would introduce far too dangerous a quantity. A man might change his mind at the last moment and say "No," that is not the statement I am prepared to sign.

The further hearing was adjourned until Monday.

THE CHINESE EMPEROR'S MARRIAGE LINES.

The discovery in a South German village of the "marriage lines" of the Emperor of China has resulted in the institution of proceedings against a German military official who participated in the expedition to Peking in 1900. The action has been begun by the German Foreign Office, on behalf of the Chinese Legation in Berlin, which, as soon as the authenticity of the document was established, demanded that rigorous measures be taken against the person who appropriated it as a "souvenir." His identity was brought to light by his own efforts to open negotiations with the Legation for the restoration of the document.

The "lines" which are inscribed upon yellow silk in both Chinese and Manchu, have been translated, and read:—

"I, the Emperor of China, have in my fifteenth year spoken as follows: I rule the whole world, the land, the sea, the family of foreign realms, as well as every single inhabitant therein. I have chosen a happy day for my matrimonial union, with Li-Chang, the daughter of a general, who of noblest culture, possesses excellent qualities of every kind, of heart as well as of mind, so that she must be recognised as a good mother of the country. I have been commanded by the Empress Dowager, Tse-Chi-Tuan-Jo-Coong-Q Zan-Ue-Tsung-tze, to give this this document. That shall be obtained and remain always efficient, industrious, economical, simple. Then shall that live happily and through thy virtues attain blessedness." A heavenly calling awaits thee. Thou shall bear me no offspring."

The explanation how the document found its way out of China rivals its contents in interest, says the representative of a London paper. According to the German Foreign Office, the document was taken by a member of the army of occupation as a rare souvenir of the campaign without the slightest conception of what it was. He claims he took the document only after other representatives of Western civilisation had "viewed" the Imperial palace and removed various articles. The "lines" had already been passed over as worthless by a number of souvenirs-hunters when they fell into his keeping. They actually passed through the hands of Count von Waldersee, the German Commander-in-Chief, and other high officers, who raised no objection. Not until eight years later did the "owner" decide voluntarily to offer to restore the document to the Chinese Government.

LEGISLATIVE COUNCIL.

The debate on the clause giving the right of appeal to Governor-in-Council was continued by the Hon. Mr. POLLOCK, who moved an amendment that the words "shall remit the matter to the Governor-in-Council with the opinion of the Court on the case stated" be followed by "and shall have power to enforce such determination by mandamus, injunction, prohibition or other order." The object of this amendment was to cite an academic opinion upon a question of law submitted to it if necessary, to enforce that order in a proper way. It was obvious that it was no use asking the Governor-in-Council to direct a case to be stated for the opinion of the Full Court unless the Court had conferred upon it the necessary power to enforce its decree. Notwithstanding the explanation of the hon. Colonial Secretary he thought it was absurd that a case stated should be referred back to the Governor-in-Council. The procedure to be followed presupposed that the Governor-in-Council has taken a certain view upon certain provisions which the appellant disputes and he says that the matter shall come before the Full Court. From that moment the matter should vanish out of the jurisdiction of the Governor-in-Council entirely. The Full Court "stated an opinion" upon the case stated, and he could not see the smallest reason for the matter being remitted to the Governor-in-Council.

The COLONIAL TREASURER asked how a mandamus would be enforced upon the Governor.

Hon. Mr. POLLOCK replied that the mandamus would be enforced upon the parties to the proceedings.

Hon. Mr. POLLOCK said that when the only proper tribunal is the tribunal which we have and if it was said that they would provide a safeguard that the Governor-in-Council would give their decision in accordance with law he thought they should go further and enquire the Governor-in-Council when an opinion has been stated to act upon it.

The ATTORNEY-GENERAL asked if the speaker could give a precedent for that.

Hon. Sir HENRY BERKELEY replied that there was no precedent for the decision of a point of law by the Executive Council.

The COLONIAL SECRETARY said he thought they were getting away from the first principles.

One of the first principles was to render the procedure in dealing with plans and everything connected with buildings as easy and speedy as possible. That was one reason why the Government was not able to accept the principle of referring those matters to the Supreme Court.

No doubt legal men thought that the only proper tribunal was the Supreme Court. He had heard it stated that there was no love for the suggested procedure. The existing procedure for appeal to the Governor-in-Council, which has given considerable satisfaction, has been modified, and in order to amplify its provisions have been inserted giving the appellant power to ask the Governor-in-Council to seek the advice of the Supreme Court on the points of law raised.

It seemed to him that the procedure in the clause was simpler, cheaper, more expeditious, and more efficacious than the procedure suggested by the amendment.

The ATTORNEY-GENERAL said he should like members to consider the effect of the amendment proposed. In reply to Sir Henry Berkeley he would say that their reason for not accepting such an amendment was that they considered it unnecessary. He did not wish to cast any reflection on the suggestion but if the amendment were carried it would make the appeal to the Governor-in-Council a farce. Personally he should always advise the Governor in Council to follow the ruling of the Full Court. He did not agree with the observations as to the attitude which the Court would adopt. Cases were stated for the opinion of the Court and the Court could not refuse to exercise its discretion. The Ordinance expressly provided that upon a case being stated the Court shall give certain advice to the Governor-in-Council and shall remit the matter to the Governor-in-Council. That was according to statute, and he was quite sure no court would refuse to act upon it. What the result might be did not concern the Court, but the Governor-in-Council. It was suggested by the mover of the amendment that the Building Authority being a Government official it would be necessary to enforce the order of the Court by mandamus, but he submitted that was absolutely unnecessary. Sir Henry Berkeley had referred to the clause as being a dead letter but when the Legislature had imposed duties upon the Governor-in-Council of an exceptional nature—he might say without precedent—constituting it a court of appeal, clothing him with legal jurisdiction, it was unnecessary to say that the Governor-in-Council would ignore the opinion of the Court which it had asked or that an official of the Government would not accept it. If parties having appeared desired a mandamus or prohibition against any of the parties concerned they had the remedy which the law gave them. The object of the clause was to ensure that the Governor-in-Council should have the highest possible advice on any point of law and, speaking for himself, he considered the amendment absolutely unnecessary.

Hon. Mr. POLLOCK said that if the ATTORNEY-GENERAL was of the opinion which he would not dispute—that parties would continue to have after the passing of the Ordinance the right to bring any action for mandamus or injunction, the amendment might be allowed to drop, and he would move an amendment at a later stage safeguarding the rights of parties to bring actions for mandamus or injunction under the ordinary course.

The ATTORNEY-GENERAL replied that he had no objection to that.

Hon. Sir HENRY BERKELEY added "nothing herein contained shall exempt any person from bringing an action or any other proceeding for mandamus or prohibition."

The ATTORNEY-GENERAL said that must not be taken as interfering with sections 37 and 38. It must not be taken as limiting the right of appeal.

Hon. Sir HENRY BERKELEY said he did not wish to do that. The Legislature should leave nothing in doubt and that was why he moved this further amendment. He wished it to be clear that that Bill did not take away the rights

of the individual to go to the Court for a mandamus, prohibition or injunction and that the only thing that shall be taken from him is the right to bring an action to recover damages against the officers protected by the Bill.

Hon. Mr. POLLOCK, in reply to the ATTORNEY-GENERAL, said that the persons whose discretion was referred to in the Bill included more than the Building Authority. It referred to the Sanitary Board and any other person who had power given to him under that Ordinance. He did not consider that his argument had been met as to the absurdity of referring the matter back to the Governor-in-Council from the Supreme Court, and he was afraid he must ask for a division upon his amendment.

Hon. Sir HENRY BERKELEY suggested that the ATTORNEY-GENERAL should consider that when the Bill became law there would be created in the Colony a new tribunal acting outside common law in pursuance of statutory powers conferred upon it. With all respect to the Executive Council, he was bound to say that that court would be a court of inferior jurisdiction. The Supreme Court was the High Court exercising jurisdiction over all inferior courts, and that being so, he thought it would be well to allow the statutory court to decide the matters brought before it.

The ATTORNEY-GENERAL said he might accept it if the words "subject to the provisions of section 269" were inserted at its commencement.

Hon. Sir HENRY BERKELEY said he was bound to say that that court would be a court of inferior jurisdiction. The Supreme Court was the High Court exercising jurisdiction over all inferior courts, and that being so, he thought it would be well to allow the statutory court to decide the matters brought before it.

The ATTORNEY-GENERAL said that the proposal was to authorise the Governor-in-Council to obtain the decision of the Supreme Court, and it was presumed by the amendment that the Governor-in-Council having asked for it might not act upon it and that the Court had no right to issue a mandamus to enforce obedience. All he could say was that he would regard the appeal to the Governor-in-Council futile if such a course were to follow.

Hon. Mr. POLLOCK said that was a reason for accepting his proposal.

Hon. Sir HENRY BERKELEY said that when it came to determining the rights of inhabitants the only proper tribunal is the tribunal which we have and if it was said that they would provide a safeguard that the Governor-in-Council would give their decision in accordance with law he thought they should go further and enquire the Governor-in-Council when an opinion has been stated to act upon it.

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No doubt legal men thought that the only proper tribunal was the Supreme Court. He had heard it stated that there was no love for the suggested procedure. The existing procedure for appeal to the Governor-in-Council, which has given considerable satisfaction, has been modified, and in order to amplify its provisions have been inserted giving the appellant power to ask the Governor-in-Council to seek the advice of the Supreme Court on the points of law raised.

It seemed to him that the procedure in the clause was simpler, cheaper, more expeditious, and more efficacious than the procedure suggested by the amendment.

Hon. Mr. POLLOCK said it seemed to him that the objection to embody the principle of the amendment in the Bill was a sentimental one.

Hon. Sir HENRY BERKELEY said that the action of the Executive Council as a tribunal was liable to the review of the Supreme Court.

His EXCELLENCE said that the Governor-in-Council might be compelled to state a case for the Supreme Court where the law was in dispute. The Governor-in-Council was not constituted as a legal tribunal, and legal points would be referred to the Supreme Court. Clearly the meaning of the section was that in such a case the judgment of the Supreme Court would be operative.

The division was then taken. There voted:

For the amendment—Hon. Mr. Slade, Hon. Sir Henry Berkeley, Hon. Mr. Stewart, Hon. Mr. Pollock, Hon. Mr. Wei Yui, and Hon. Dr. Ho Kai.

Against the amendment—His Excellency, the Harbour Master, the Registrar General, the Director of Public Works, the Colonial Treasurer, the Attorney General and the Colonial Secretary.

The amendment was declared lost.

Clauses 6 and 7 were then passed, as also clauses 87 and 88.

On Clause 89:

The ATTORNEY-GENERAL said he had certain amendments to suggest the effect of which was to take away the right to claim compensation for damages for loss sustained through the action or inaction of the Building Authority.

On the principle of giving the Building authority like protection to that afforded to the person protected under section 269 in all cases where he acts bona fide in the exercise of the duties of his office.

It would be important to bear in mind that there was no provision made for compensation to be paid by the Government to any individual who suffered loss by the act of the Building Authority. It might be wrong; it might be right. There was the fact. The amendment which he wished to make later was to preserve certain rights to enable persons to enforce their rights in other directions than that of recovering damages against the Building Authority. This was based on the Public Health Act of 1875, the Imperial Act, which laid down the principle that no action could be brought against an officer who acted in the exercise of his duty, and it was proposed to put the Building Authority in the same position as a municipal employee.

His EXCELLENCE said that the consequences of the other section they had now a further protection. Where anyone was in dispute with the Building Authority he could appeal to the Governor-in-Council. Surely that was sufficient protection.

Clauses 88 and 89 were then passed.

Clauses 88 and 89 were deleted as it had been introduced into the Pharmacy Bill.

PARIS.

(FROM OUR CORRESPONDENT.)

May 8th.

Hon. Sir HENRY BERKELEY proposed a new clause, number 90, which he understood the Attorney-General would accept. Its subject was to do for the subject what clause 271 of Principal Ordinance did for the Crown: it preserved rights. The Attorney-General had expressed the opinion with which he did not disagree that the effect of section 269 was to prevent action being brought against any officer for acts done bona fide, but if malafide could be established they could still proceed against him. He had heard that if the Building Authority acted bona fide they could still bring an action against him personally, though not in his official capacity.

The ATTORNEY-GENERAL said he did not think so.

Hon. Sir HENRY BERKELEY said he was not going to give an opinion on that, nor was it necessary to do so for present purposes. All he wished to do was to see that all the rights now possessed by the public were retained, and that they should be entitled to appeal to the ordinary courts of law. His proviso was that "nothing herein contained shall exempt any person from proceeding by way of mandamus, injunction or of prohibition." If the principle was accepted he was prepared to accept any alteration in it.

The ATTORNEY-GENERAL said he might accept it if the words "subject to the provisions of section 269" were inserted at its commencement.

Hon. Sir HENRY BERKELEY said he was bound to say that that court would be a court of inferior jurisdiction.

The Supreme Court was the High Court exercising jurisdiction over all inferior courts, and that being so, he thought it would be well to allow the statutory court to decide the matters brought before it.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only required for Cash. Telegraphic address: PRESS, Odessa, A.B.C., 6th Ed. Labora. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

A COPY of "ANGLO-CHINESE CALENDAR" by Dr. E. EITEL, KELLY & WALSH, LTD. Chater Road. Hongkong, 13th June, 1908. 956

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. Roach will be despatched for the above Ports on TUESDAY, the 16th inst., at 2 p.m.

For Freight or Passage apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 13th June, 1908. 957

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH" FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th June, 1908. 958

THE HONGKONG WEEKLY PRESS and CHINAOVERLAND TRADE REPORT is now ready and contains:-

Epitome of the Week's News.

Leading Articles:

Hongkong Home Property, Shanghai.

Strike Law, Royal Tourists.

Education in Japan.

China's Foreign Trade in 1907.

Hongkong Sanitary Board.

The "Prawn" Witch.

Supreme Court.

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Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

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Hongkong 13th June, 1908.

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FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to E. B. CARE, of "Daily Press" Office.

Hongkong, 13th November, 1906. 644

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that A. B. MOULDER & CO., of No. 19, Queen's Road Central, Victoria, Hongkong, Merchants have on the 11th day of April, 1908, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS viz:-

1. The Chinese (月) "Yut" meaning "Moon" enclosed in a circular disc with the word "Moon" above the said disc.

On the left hand side of the device are the Chinese characters (月堅爲記) meaning "Moon Brand" and below the device are the words "A. B. MOULDER & CO." and the Chinese Characters (東利) meaning "Tung Lee Foreign Firm."

2. The representation of a Lighthouse with the word "Lighthouse" above the same. On the left hand side of the device are the Chinese characters (燈塔爲記) meaning "Lighthouse Brand" and below the device are the words "A. B. MOULDER & CO." and the Chinese characters (東利洋行) meaning "Tung Lee Foreign Firm."

in the name of A. B. MOULDER & CO. who claim to be the Proprietors thereof.

The said Trade Marks have not been used by the applicants hitherto, but it is the intention of the Firm to use them forthwith in respect of FLOUR in CLASS 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated 13th day of May, 1908.

GOLDRING, B. R. W. & MORRELL, Solicitors for the Applicants.

10, Queen's Road Central, Hongkong. 856

INTIMATIONS

ON HIS MAJESTY'S SERVICE.

TENDERERS are invited for the SUPPLY of CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, SHOEMAKERS or LEATHER-WORKERS for the period of Twelve Months commencing 1st JULY next, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Contractor's Office, H.M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than NOON on SATURDAY, 21st June, 1908. 952

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE

FROM This Date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

HENRY W. SLADE, Chairman. Hongkong, 3rd June, 1908. 929

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE

THE Undersigned have received instructions to Sell by Public Auction on TUESDAY and WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day at H. M. NAVAL ESTABLISHMENT, 1, Des Vaux Road Central, Hongkong, 2nd June, 1908. 951

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, Comprising:-

OLD AND SURPLUS NAVAL STORES, CHAIN, CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON & METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c., &c.

OLD AND SURPLUS VICTUALLING STORES: PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a Quantity of ELECTRO-PLATED ARTICLES, &c., &c. Catalogue will be issued.

Terms of Sale: AS Customary.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 6th June, 1908.

AUCTIONS

BY ORDER OF THE MORTGAGORS.

PUBLIC AUCTION

MESSES. HUGHES & HOUGH have received Instructions to Sell by PUBLIC AUCTION

On MONDAY, the 15th day of June, 1908, at 12 o'clock Noon, at their AUCTION ROOM, No. 8, Des Vaux Road Central, (Corner of Ice House Street),

IN ONE LOT, THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118 with the Premises thereon known as Nos. 18, 20, 22, 24 and 26, ELGIN STREET, Nos. 50, 52, 54, PEEL STREET and Nos. 26, 28, 30, 32, 34 and 36 STAUNTON STREET.

Area 16,317 Square feet, Crown Rent \$72.00. Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors.

Messrs. DEACON LOOKER & DEACON, 1, Des Vaux Road Central, and also from THE AUCTIONEERS, Hongkong, 2nd June, 1908. 952

PUBLIC AUCTION

THE Undersigned have received instructions to Sell by Public Auction on TUESDAY and WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day at H. M. NAVAL ESTABLISHMENT,

1, Des Vaux Road Central, OFFICES in Bank Buildings, Top Floor, From 1st July, 1908.

BEACONFIELD ARCADE, Find Office and Dwelling Rooms.

DWELLING ROOMS and Offices in DUDDELL STREET.

NO. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Cadogan MacGregor), OFFICES in Queen's Road Central, BELLILLIOS TERRACE HOUSES, BELLINSON ROAD.

NO. 3, DUDDELL STREET SHOP, NO. 2, DES VIEUX VILLAS (PAK).

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 6th June, 1908. 952

FOR SALE

FOR SALE:

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PEERY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95. 2,000 do ... \$35. 1,500 do ... \$25. 1,000 do ... \$10. ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMPS, POSTCARD and BIRTHDAY ALBUMS. And all Other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT, DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 16,000 SQUARE FT. 999 YEARS LEASE.

For Particulars apply:- GEO. FENWICK & CO., LTD.

Hongkong, 8th June, 1908. 844

TO LET.

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Arrangements can be made for longer lease.

Apply to HARALD BRODERSEN, Care of THE ASIATIC PETROLEUM CO., LTD., King's Buildings.

Hongkong 8th June, 1908. 941

TO LET.

N. O. 3, 27, 31 and 33, SEYMOUR ROAD.

No. 61, CAINE ROAD.

Apply to SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 22nd April, 1908. 90

TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1908. 823

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODIOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession.

Moderate rentals.

Apply to HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 644

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to YEE SANG FAT & CO.

Same address.

Hongkong, 28th January, 1907. 270

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHewan TOME & CO.).

Apply to THE COMPRADORE DEPARTMENT, E. D. SASOON & CO.

Queen's Road Central, Hongkong, 10th June, 1908. 947

TO LET.

GOOD OFFICES at 2, PEDDE STREET.

Apply to JARDINE, MATTHESON & CO., LTD.

Hongkong, 28th May, 1908. 899

TO LET

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to

M. THOMAS.
Codes A.B.C. 5th Edition
Liber's Private Code.
14, SOUTH STREET, FINSBURY, LONDON, E.C.
GENERAL EXPORT and IMPORT
MERCHANT, Buying, Selling and
Shipping at lowest possible rates.
Machinery made a speciality and estimated
given free, on application. [17]

Cunliffe, Russell & Co.
10 & 12, Place de la Bourse,
PARIS

SECURITIES issued by
European Govts and
Municipalities offering
prospects of immense returns.
WRITE FOR
PAMPHLETS.

To be purchased for cash or on the
"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Returns Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased at 100. Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

247



MALARIA'S DREADFUL DREAMS
GIVE WAY TO THE PEACEFUL SLEEP
OF PERFECT HEALTH.

FAYER VICTIM IN JAVA TELLS HOW
HIS SHATTERED HEALTH WAS
COMPLETELY RESTORED BY
DR. WILLIAMS' PINK PILLS.

To be purchased for cash or on the
"Times" system of monthly payments.

The enormous death rate from Malaria's Fever would speedily decrease if the value of Dr. Williams' Pink Pills for Pale People as a remedy for this malady were more generally known in the Far East. Fortunately this knowledge is spreading fast, as the ever-increasing flood of testimonials from thankful cured Malaria sufferers proves. Here is one of them:

"About a year ago I took ill with Malaria," said Mr. Henry M. Keesberry, of Batavia, Java. "The Fever used to come on at intervals, and it made me very weak and anemic. My hands and feet used to get icy cold. I had bad headaches, shooting pains across the spine and shoulders. I perspired profusely, suffered tortures from Indigestion, and what little my poor appetite allowed me to eat made me feel overfull and exceedingly uncomfortable. At night I could not get proper sleep on account of bad dreams. I had a sallow complexion. After walking a short distance I would be quite out of breath.

"I was doctored by a European physician, but his medicine only gave me temporary relief. It was after reading in the newspaper the testimony of another malarial victim cured by Dr. Williams' Pink Pills for Pale People that I was induced to give these Pills a trial. I bought two bottles, and after taking the contents of the first of these I felt much better, so I continued using the Pills until I was quite well. Then the Fever had quite left me, my appetite was improved wonderfully, all the pains that I formerly suffered had disappeared.

"I am now in grand health and can do my work better than at any time since I came here. Since my cure by Dr. Williams' Pink Pills I have had no return of the Fever. You may certainly publish what I have said." It may be added that Mr. Keesberry, an assistant in the Shanghai Life Assurance Company's office at Batavia,

It is by driving the Malarial poison out of the blood that Dr. Williams' Pink Pills for Pale People cure Malaria; in the same way—through the blood—they have cured thousands of sufferers from Anæmia (weak watery blood), Debility, Nervous Breakdown, Early Decay, Indigestion, Liver Complaint, Sick Headache, Rheumatism, Paralysis, Bore-Bore, Eczema, Scrofula, Poils and skin eruptions generally, and the after effects of Fevers, Dysentery and Chills. To ladies a suff ring from the special ailments of their sex they are especially valuable, and they are the great Tonic for children who are ailing, undernourished, or weak. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8 or 1 bottle for \$1.50 post free to any address.

JOINT STOCK SHARES.

Meers Vernon & Smyth say in their weekly share report, Hongkong 12th June, 1908:—Since our last report our market generally has ruled quiet, and the business booked has been confined to a few special stocks only. Exchange has firmed during the interval, and closes at 1s. 9d. T. T. on London, and on Shanghai at 74s. T. T. Bar silver has advanced to 24d.

BANKS.—Hongkong and Shanghai have ruled quiet with small sales at 75s., at which rate a few more shares are probably to be had. London, however, has improved and is now quoted at 27s. Nationals are unchanged with buyers at 5s1.

MARINE INSURANCES.—No business has been done in this section, and rates are without change.

CHINE.—Chinas have been booked at \$93 closing steady. Hongkong continues on request at \$115, but no shares are available at the rate.

SHIPPING.—Hongkong, Canton, and Macao have sold \$294 and \$304 closing with sellers at the lower rate. The regrettable loss of the Company's steamer "Powai" is, we understand, fully covered by insurance. Douglas have declined to \$37s. sellers, and China and Manilia to \$15 sellers. Shell Transport have improved to 44s. 9d buyers, and it is probable that 45s. could be done. Indo-China and Star Ferries are unchanged and without business.

REFINERIES.—Sales of China Sugars are reported at \$130 and \$132, and the market closes firm with buyers at the former rate.

MINING.—No business reported, and quotations unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks after sales at \$108 have declined to \$107 with sellers. Hongkong Wharves and Kowloon Wharves have been booked at \$52 and \$54 and more are procurable at the lower rates. Shanghai Docks are quoted in the North at 1s. 87 buyers, and Shanghai and Hongkong Wharves at the advanced rate of 1s. 23 buyers.

LANDS, HOTELS AND BUILDINGS.—Sales have been effected of Hongkong Lands at \$39, and Kowloon Lands at \$26. West Points are steady at \$48, and Humphreys' Estates at \$10 buyers, predominating for the latter. Hotels continue on offer at \$5.

COTTON MILLS.—We have no business to report under this head, and with the exception of Ewos' which have declined to 1s. 57, no changes in quotations to record.

MISCELLANEOUS.—Chinas—Banks have again been booked at \$103, and Electric at the improved rate of \$104, at which rate a further demand exists. China Provident still continue scarce, and offers of \$91 fail to bring out supplies. Hongkong and China Gas shares are still enquired for at \$175, and Ropes at \$25 or the new issue. There are buyers of China Light and Power at \$63; Union Water Boats at \$102; South China Morning Post at \$23; and United Asbestos at \$13. A. S. Watson's are easier with sellers at \$93.

One great reason why LEMCO is so valued by the medical profession in every part of the world is that it can always be relied on. It is essentially a standardised article, and not only does not vary in quality, but will keep absolutely in any climate. It is invaluable as a sustainer and restorative.

The genuine Liebig Company's Extract is now always and invariably labelled LEMCO. Refuse all else not so labelled.

Awarded Gold Medal, Paris Exhibition, 1867, for Founding a new industry in the world.

71

**SAVARESSE'S
SANDAL
CAPSULES**

Efficacious because absolutely pure
English Oil not made of gasoline.
Full directions All Chemists.

Insist on SAVARESSE'S

9.7

**SANTAL
MIDY**
These tiny
Capsules
—superior
to Copal,
Cubeb, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name. MIDY

**GRIMAUDET'S
SYRUP**
OF HYDRO-PHOSPHATE OF LIME.
Prescribed in France for the last
50 years. It retains its reputation for
CONSUMPTION, ASTHMA, COUGH,
COLD, DISEASES OF THE CHEST,
LUNG, and BRONCHIAL TUBES.

A warranted cure for all
acquired or constitutional Dis-
charges from the Urinary Organs
in either sex. These famous Pills
also cure Gravel, Fains at the
Back and all Kidney Disorders.
Free from mercury. Forty
years' success. Sold by all
Chemists and Storeskeepers
throughout the world.

A BROKEN-DOWN SYSTEM.
This is a condition of disease, not a disease,
but a disease, but which few really
understand. It is simply weakness—a break down,
as it were, of the vital forces that sustain the system.
No man is really healthy who is not in a condition
of constant, though unconscious, struggle with the same;
the more prominent being sleeplessness, tenseness of
prostration or weariness, depression of spirits,
and the like, all of which are the natural signs of life.
Now, what alone is absolutely essential in all such
cases is increased vitality—vigor.

VITAL STRENGTH & ENERGY.
To throw off these morbid feelings, and experience
greater health and happiness, the following
are certainly secured by a course of the cele-
brated life-reviving tonic.

THERAPION NO. 3
than by any other known combination. So surely
as it is taken in accordance with the printed
directions accompanying it, will the shattered
health be restored.

**THE EXPIRING LAMP OF LIFE
LIGHTED UP AGAIN.**

and a wonderful medicine imported in large of
what had so lately seemed worn-out, used up,
and valueless. This wonderful medicine is purely
vegetable and occupies a large place in
the treatment of all constitutional and conditions
in either sex; and it is difficult to imagine a case of
disease or debauchery, where man features are
not of debauchery, that can be treated by this never-failing
reparative essence, which is destined to last for
oblivion everything that had preceded it for the
wide-spread and numerous classes of people.

THERAPION is sold by
the principal
Chemists throughout the world. Price in England,
2s and 4s. Purchasers should see that there is
a stamp (in white letters on a red ground) affixed
to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forged
product. Sold by Principals. [213]

SCIENTIFIC MISCELLANY.

WATERSPOUTS ON LAKES—CLOUDS FROM METEORS—CUTTING STEEL BY FRICTION—A NEW WATER PURIFIER—SHIPS OF CONCRETE—MONOX—IMPROVED FILTER—RADON ACTIVE WHEN HOT—THE COMING LENGTHENING OF LIFE—WATER-COMPRESSED AIR.

Accounts of 22 waterspouts noted on nine Swiss lakes have been collected by Prof. J. Fröhli. That of June 19, 1905, on Lake Zug, was about 20 yards in diameter, and it stirred up the lake over a radius of perhaps 100 yards. Several photographs were secured. The whirling column—more than half a mile high—was hollow, had a left-handed motion, and travelled eastward at the rate of a little more than seven miles an hour. No important evidence was found that any of these waterspouts were produced by the meeting of opposite winds.

The meteor trains studied by Prof. Trowbridge, of Columbia University, are the luminous streaks often seen in the wake of shooting stars, and they may continue many minutes, or even an hour or more. They drift slowly and become distorted, as if by air currents. They seem to be self-luminous, and may sometimes be seen in daytime. They somewhat resemble the after-glow on turning off the current from vacuum tube electrodes. The glow is greenish yellow, diffuses 100 yards a minute, and is most striking at a pressure calculated to be that of the atmosphere at a height of 55 miles.

The singular phenomenon of hard steel being cut by a rapidly revolving disc of soft steel has been somewhat puzzling. A microscopic examination by an English engineer, F. W. Herford, has now shown that the metal acted upon has heated nearly or quite to the melting point of steel, but only at the point of contact with the disc.

In the absence of other water sterilization, Dr. Riegel, of the Austrian Army, finds citric acid effective. In a shallow vessel in sun-shine, 6s of citric acid killed cholera germs in 5 minutes, and the typhus in 14 hours.

Among those who have tried reinforced concrete as a material for boats is a firm of Rome, Italy, whose experiments have extended back more than ten years. They have built a number of vessels having a displacement of 100 to 180 tons. The frames have been of reinforced concrete, and there have been covered on the outside with concrete reinforced with wire netting and on the inside with similar layer, thus forming a double hull enclosing watertight compartments. A final coating of pure cement gives the outside a highly finished appearance. Such vessels are claimed to have the advantages of rapidity and cheapness in building, low cost of maintenance, great resistance to waves and shock, and of being—unlike wooden vessels—quite fireproof.

The new silicon-monoxide of a New York Chemist, H. N. Potter, is prepared by mixing carbon with quartz, the dioxide, and heating in an electric furnace, with provision for carrying off the carbon monoxide gas generated. Suitable collection chambers receive the silicon monoxide. This is obtained as an exceedingly fine powder, which may be pressed into bricks, with or without alumina, magnesia, or other material, for grinding wheels, or it may be used as a pigment. A vitreous form sometimes produced differs from crystalline silicon in being a non-conductor of electricity. "Monox," as the material is to be known, has great covering power as a paint, and is suggested as of possible value as protection against rust.

The new files produced by a Sheffield firm are stated to be the result of much experimenting, in which a special chrome steel has been developed. Under test, one of the files, making 270,000 strokes in 88 hours, has removed 104 sounds of filings—a much greater efficiency than the ordinary files can show.

The statement that radium loses activity on heating has been tested by Dr. H. W. Schmidt, who finds that at 1300 deg. C. its effects are exactly as at ordinary temperature.

In his gropings after truth, the biologist is forced to conclusions that often seem strange. Dr. C. A. Stevens of Norway Lake, Maine, whose "Natural Salvation" has passed through four editions since 1903, contends that matter itself is life, and that immortality is represented by the indestructibility of matter. This matter has been living from its lowest and most attenuated estate as either its aggregations into corpuscles, atoms and molecules, which have generated single cells or protozoans, developing into metazoans and culminating in the still progressing groups of cells of the human brain. The corpuscles and some of the atoms alone seem to be immortal groups of the primitive ions. The single cells and the higher organizations perish as individuals, and need to be reproduced, though matter lives on in ever-changing forms. Immortal life appears from this observer's study of the cell to be a stage of development yet to be reached. Three-fourths of the human race fall victims directly or indirectly to the action of noxious unicellular life, climatic conditions—capable of control—are destructive, reproduction is abnormally exhaustive and "old age" results from unsuitable food and imperfect nutrition. Ten years of concentrated research by a thousand well-equipped investigators should give chemical foods that would leave in the organism neither ash nor dross. Freed from "old age" clogging and preventable disease, with a certain mental discipline that may be acquired, the brain cells seem planned to go on forever, and the perfection of an immortal race is in accord with past evolution.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLASGOW AND HAS BEEN SOLD AS NO. 2 SINCE 1858.

**THORNE'S
OLD VAT**

SCOTCH WHISKY
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.
As Imported to the House of Commons.

In a novel American plan for driving motors by compressed air from a fall of water, three five-foot shafts are sunk behind a dam to a depth of 330 feet, ending in a chamber having a capacity of 70,000 feet. As the water falls down the shaft, it carries air and compresses it in the underground chamber to as much as 74 atmospheres. The compressed air is carried to

BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to
His Majesty the King.

**LEA and
PERRINS'
SAUCE**

Assists digestion and gives a
delightful piquancy and flavour
to all.

MEAT DISHES, SOUPS, FISH, CHEESE,
CURRIES, GAME, POULTRY & SALADS.

The
Original & Genuine
Worcestershire.

By Royal Warrant to
H.M. THE KING.

From the irritation of sunburn
or insect bites, the troubles
of a cut, sore or scratch, quick
relief is given by

Calvert's

Carbolic Ointment.

Soothing, healing and antiseptic.
Sold in jars and tins by Chemists and Stores.

Makers: F. C. CALVERT & CO., Macclesfield, Eng.

6.3-4

MAKES THE SKIN
AS SOFT AS

VELVET BEETHAM'S

Garola

Removes all
ROUGHNESS,

REDNESS, HEAT,

IRRITATION, TAN, and

KEEPS THE SKIN

SOFT, SMOOTH, and WHITE

ALL THE YEAR ROUND.

Delightfully COOLING & REFRESHING

During the summer.

Bottles, 1/2, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192,

SHIPPING.

ARRIVALS.

BENYOKLICH, British str., 2,146, Webster, 12th June—London and Singapore 7th June, General—Gibb, Livingston & Co.
CHOING, German str., 1,021, F. Buecking, 11th June—Bangkok 5th June, Rice—Bentfield & Swire.
KUHLING, British str., 1,227, Wavell, 12th June—Shanghai June 7th and Amoy 10th, General—Bentfield & Swire.
SUMATA, German str., 507, Meinken, 12th June—New Guinea 20th May, and Palas Island and June, Coops—Mehlerts & Co.
TEAN, British str., 1,346, A. W. Outerbridge, 12th June—Manila 9th June, General—Bentfield & Swire.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

12th June.
Jacob Diederichsen, German str., for Haiphong.
Pisendok, German str., for Bangkok.
Sardina, British str., for Shanghai.
Zafiro, British str., for Manila.

DEPARTURES.

12th June.
BINGO MARU, Japanese str., for Kobe.
C. DIEDERICHSEN, German str., for Swatow.
CHANGCHOW, British str., for Amoy.
DAGNY, Norwegian str., for Newchwad.
FAUHUNG, British str., for Saigon.
HAICHING, British str., for Coast Ports.
HONOMON, British str., for Amoy.
HUNCHOW, British str., for Canton.
HUPSI, British str., for Holow.
KALONGA, British str., for Shanghai.
KOWLOON, German str., for Nagasaki.
MAKAN, German str., for Moji.
NORD, British str., for Singapore.
PESHWARI, British str., for Shanghai.
PITCHAKURE, German str., for Swatow.
FOITALD, Norwegian str., for Haiphong.
SIPAI, Norwegian str., for Canton.
TAIANG, British str., for Swatow.
YAWATA MARU, Japanese str., for Australia.

VESSELS IN DOCK.

June 12th.

ABERDEEN DOCKS.—
KOWLOON DOCKS—Sorogon, Fiume, Cowell,
field, Arabi, Shantung, Hongkong, Aker Likin.
COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED TO
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship

"DELHI,"
Captain J. D. Andrews, R.N.E., carrying H.M.'s "Mai," will be despatched from this for Bombay &c. on SATURDAY, the 13th June at NOON, taking passengers and cargo for the above port in connection with the Company's "BRITANNIA" 7,000 tons, from Colombo passengers' accommodation in which vessel is despatched before departure from Hongkong.

Silk and Valuables, all cargo for France &c. Tea for London (under arrangement will be transhipped at Colombo) into the mail steamer proceeding to Marseilles and London, other cargo for London &c. will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 26th July, 1908.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

F. J. ABBOTT,
Acting Superintendent
Hongkong, 1st June, 1908.

"GLEN LINE OF STEAMERS.
FOR LONDON AND ANTWERP
VIA SUEZ CANAL

THE Steamship

"GLENERA RN,"
Captain W. Haughton, will be despatched on MONDAY, the 15th June.
For Freight apply to
MC GREGOR BROS. & GOW,
Hongkong, 27th May, 1908.


AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO
SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"NIPON."

Capt. E. Tarabochia, will leave for the above place on TUESDAY, the 16th inst., P.M.
This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to
SANDER WIELER & CO.,
Agents,
Prince's Building,
Hongkong, 10th June, 1908.

EASTERN AND AUSTRALIAN STEA-
MERSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at PORT DAWSON, on QUEENS-
LAND PORTS, and taking thence Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.

THE Steamship

"ALDENHAM,"
Captain St. John George, will be despatched as above on THURSDAY, 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

Agents and a duly qualified Engineer are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 10th June, 1908.

919

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaik Pier. 3 From Blaik Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP via SUEZ CANAL	GLENBURN	Brit. str.	—	W. Haughton	MC GREGOR BROS. & GOW	On 16th inst.
LONDON & ANTWERP	CANDIA	Brit. str.	—	O. Jones, R.N.E.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP via SINGAPORE &c.	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHEWAN, TOME & CO.	On 20th inst.
HARVE & HAMBURG via STRAITS, &c.	PALERMO	Brit. str.	—	P. & O. S. N. Co.	HAMBURG-AMERIKA LINIE	About 23rd inst.
HARVE & HAMBURG via STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	On 12th July.
HARVE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Luning	HAMBURG-AMERIKA LINIE	On 26th July.
HARVE & HAMBURG via STRAITS, &c.	SAXOMIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 9th August.
HARVE & HAMBURG via STRAITS, &c.	TONKIN	Fr. str.	—	v. Duhren	HAMBURG-AMERIKA LINIE	On 15th inst.
MARSEILLES, &c. via PORTS OF CALL	HAKATA MARU	Jap. str.	—	Charbonnel	HAMBURG-AMERIKA LINIE	On 23rd inst., at 1 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	SIAM	Dan. str.	—	T. Mural	HAMBURG-AMERIKA LINIE	On 24th inst., at D'light
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	WAKAS MARU	Jap. str.	—	N. Nielsen	MESSAGERIES MARITIMES	Beginning of July.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	BRISGALLA	Ger. str.	k. w.	NIPON YUSEN KAISHA	MESSAGERIES MARITIMES	On 8th July, at D'light
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	HILLS	Ger. str.	k. w.	MELOCHEES & CO.	MESSAGERIES MARITIMES	On 29th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	PRINZ HEINRICH	Ger. str.	k. w.	G. Grosch	MESSAGERIES MARITIMES	On 17th inst., at Noon.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TRISTE	Am. str.	—	S. Chumak	MESSAGERIES MARITIMES	On 20th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	OCEANO	Brit. str.	—	MELOCHEES & CO.	MESSAGERIES MARITIMES	On 21st inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	EMPEROR OF INDIA	Brit. str.	—	SANDER, WIELER & CO.	MESSAGERIES MARITIMES	On 22nd inst., at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	EMPEROR OF INDIA	Brit. str.	—	ARNHOLD, KARBERG & CO.	MESSAGERIES MARITIMES	On 23rd inst., at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	ENNOY	Brit. str.	—	CANADIAN PACIFIC R. CO.	MESSAGERIES MARITIMES	On 1st July, at Noon.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	KAGA MARU	Jap. str.	—	NIPON YUSEN KAISHA	MESSAGERIES MARITIMES	On 2nd July, at Noon.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TEMBONT	Am. str.	—	W. von Senden	MESSAGERIES MARITIMES	On 5th July.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TOSA MARU	Jap. str.	—	T. W. Garlick	MESSAGERIES MARITIMES	On 26th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TSINAN	Brit. str.	—	J. Nagas	MESSAGERIES MARITIMES	On 7th July, at D'light
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	MANILA	Ger. str.	—	C. Lindbergh	MESSAGERIES MARITIMES	On 8th July, at D'light
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	ALDENHAM	Brit. str.	—	J. Madsen	MESSAGERIES MARITIMES	On 18th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	NIKKO MARU	Jap. str.	—	St. John George	MESSAGERIES MARITIMES	On 19th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	KUMANO MARU	Rus. str.	—	T. Harrison	MESSAGERIES MARITIMES	On 20th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	CUBONIA	Rus. str.	—	N. Matheson	MESSAGERIES MARITIMES	On 21st inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MESSAGERIES MARITIMES	On 22nd inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	MESSAGERIES MARITIMES	On 27th inst., at D'light
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TSUJIMA	Dan. str.	—	N. Matheson	MESSAGERIES MARITIMES	On 8th July, at Noon.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	AMIRAL EKELMANS	Fr. str.	—	Zwart	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TAIWAN	Brit. str.	—	J. Mille	MESSAGERIES MARITIMES	On 25th July.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	WALCHING	Brit. str.	—	E. Forsyth	MESSAGERIES MARITIMES	On 17th inst., at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	BUJUN MARU	Jap. str.	—	C. G. Talbot, R.N.E.	MESSAGERIES MARITIMES	About 12th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	NIKKO MARU	Ans. str.	—	P. & O. S. N. Co.	MESSAGERIES MARITIMES	To-morrow, at Daylight
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TSUJIMA	Brit. str.	—	M. Nomoto	MESSAGERIES MARITIMES	On 16th inst., at 10 A.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YAMADA	Brit. str.	—	E. Tarabochia	MESSAGERIES MARITIMES	On 17th inst., P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YAMADA	Brit. str.	—	A. E. Sandbach	MESSAGERIES MARITIMES	On 20th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	GOBEN	Ger. str.	—	B. Wilhelmi	MESSAGERIES MARITIMES	On 21st inst., P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	SAXONIA	Ger. str.	k. w.	Habel	MESSAGERIES MARITIMES	On 22nd inst., P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	ITEIA	Ger. str.	k. w.	Martin	MESSAGERIES MARITIMES	On 9th inst.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	CALEDONIEN	Fr. str.	—	M. Sato	MESSAGERIES MARITIMES	On 23rd inst., at Noon.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YETOROFU MARU	Jap. str.	—	M. B. Lake	MESSAGERIES MARITIMES	End of June.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	PETRONIA	Rus. str.	—	H. Pybus	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	TSUJIMA	Dan. str.	—	de Brouwers	MESSAGERIES MARITIMES	To-day, at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YAMADA	Brit. str.	—	Kenzia	MESSAGERIES MARITIMES	On 16th inst., at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YAMADA	Brit. str.	—	H. A. Wall	MESSAGERIES MARITIMES	On 17th inst., at 10 A.M.
MARSEILLES, HAVRE & ANTWERP via SINGAPORE &c.	YAMADA	Brit. str.	—	Ijichi	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & ANTWERP via						

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SARDINIA	About 12th June	Freight, and Passage.
YOKOHAMA	Capt. C. C. Talbot, R.N.R.	June	
LONDON VIA USUAL PORTS	DELHI	Noon, 13th June	See Special Advertisement.
LONDON AND ANTWERP	ANG, COLOMBO, PORT	17th June	Freight only.
via SINGAPORE, PENANG, COLOMBO, PORT	CANDIA	17th June	Freight only.
LONDON AND ANTWERP	ANG, COLOMBO, PORT	23rd June	Freight only.
via SINGAPORE, PENANG, COLOMBO, PORT	PALERMO	23rd June	Freight only.
LONDON AND ANTWERP	ANG, COLOMBO, PORT	23rd June	Freight only.
SARDI AND MELBOURNE	
For further Particulars, apply to	F. J. ABBOTT, Acting Superintendent.	

Hongkong, 5th June, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI	"NANCHANG"	On 13th June, 4 P.M.
MANILA, ZAMBOANGA, THOLES- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PEETH	"TSINAN"	On 16th June, 4 P.M.
AMOY and SHANGHAI	"KUOKIANG"	On 16th June, 4 P.M.
CEBU and ILIOILO	"KAIFONG"	On 16th June, 4 P.M.
MANILA	"TEAN"	On 16th June, 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 17th June, 4 P.M.
CHIHOW and HAIPHONG	"CHIHLI"	On 18th June, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accom- modation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDWOOD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to	BUTTERFIELD & SWIBB, AGENTS.	11

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH" Capt. P. GROSCH	Wednesday, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN" Capt. B. WILHELM	About Wednesday, 17th June.
MANILA, NEWGUINEA, BRIS- BANE, SAMAR, SYDNEY	"MANILA" Capt. MINSEN	Thursday, 18th June, at 4 P.M.
YOKOHAMA & KOBE	"KALINZ WALTERMAR" Capt. W. V. SENDEN	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMMILL	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th June, 1908.

INDO-CHINA S. NAV. CO., LTD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WAISHING"	Sunday, 14th June, D'light.
SHANGHAI	"HANGSANG"	Wednesday, 17th June, Noon.
SANDAKAN	"MAUSANG"	Wednesday, 17th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 19th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG" "NAMSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau,
Uukan, Jesselton and Labuan.Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Newchow.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 13th June, 1908.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO, and to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, China, Peking, Tientsin, Kobe, Yokohama, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.NEXT SAILINGS FROM HONGKONG:
OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	HOMEWARD.
S.S. SAXONIA	20th June
S.S. ISTRIA	20th June
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SILVIA	26th June
FOR SHANGHAI, YOKOHAMA & KOBE:	
S.S. SLOAVONIA	8th July

Further Particulars, apply to HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th June, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE 00'S S.S.	LEAVING
TAMSUI VIA SWATOW { "JOSHIN MARU" }	SUNDAY, 14th June,	
& AMOY { Capt. H. S. SMITH }	at 9 A.M.	
TAKAO (DIRECT) ... { "SHOSHU MARU" }	TUESDAY, 16th June,	
	Capt. LIGHT	at 10 A.M.
SHANGHAI VIA SWATOW, { "BUJUN MARU" }	TUESDAY, 16th June,	
AMOY and FOOCHOW { Capt. M. NEMOTO }	at 10 A.M.	

These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table
and Dining Saloon. Electric Light throughout.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager. 13

Hongkong, 11th June, 1908.

THE BURNING
QUESTION FOR EVERY
HOUSEHOLD IS LIGHTREMEMBER, THERE IS
NO LIGHT SO GOOD OR SO
CHEAP AS THE BRITISH-
MADEThis
WELSBACK
LIGHT IS
LIGHTEST
See the
Trade Mark
"AUR."

Welsbach

The Welsbach guaranteed Gas burners, with Mantles of Welsbach
Manufacture and Welsbach Artistic Fittings, make Welsbach not
only the lightest but most beautiful of all lights.THE WONDERFUL WELSBACK KERN BURNER No. 3, will
give you a 75 candle power light at a lower gas consumption
than any other burner in the world.THE MANTLES to use with it are Welsbach "C" or "CX." The light standard of these Welsbach-made Mantles is
lightest, and the fabric is strongest—There are no Mantles
so good as Welsbach."Apply for particulars and catalogue of British-made
Welsbach Mantles, Burners and Fittings to the Sole Agents
of the Welsbach Incandescent Gas Light Co., Ltd., London

WILKS & JACK, LTD.

14, DES VIEUX ROAD CENTRAL, HONGKONG.

643

GREAT BARGAINS BY OCEAN MAIL

PEACH'S TABLE DAMASK

See the recognised Guide to Window Draperies, 500 Illustrations—Sent FREE.
Ideal Home Decorations at DIRECT LOOM PRICES.We make Laces and Net Curtains above common-places, also Drapery Nets, Muslin,
Crotchettes, Tapetessies, Ladies' and Gents' Underscarf, Tailoring, Boots and Shoes.

FURNITURE LIST.—Special Knockdown Make for Shipping. Reliable British Make.

For 51 years admitted the best for lasting service. See List of RELIABLE HOUSE-
HOLD LINENS.MARVELLOUS PARCEL 10 Dinner and 22/6 Half Parcels
Tea Cloths 1 of each 11/6 Postage
2 White Damask Table Cloths 2 yds. by 2 Half Bleached Table Cloths, hard wear-
ing.2 White Damask Table Cloths, special make, in
damask, 60 ins. long, 54 ins. wide, 2 Handsome Tray Covers, Irish hand-embroidered and drawn thread.

MARVELLOUS VALUE. TRY ONE. RELIABLE WEARING.

Write for our Catalogues now, cost nothing, may save you pounds.

Price List may be obtained from the Office of this Paper.

4962 SAM'L PEACH & SONS, BOX 634. THE LOOMS, NOTTINGHAM, ENGLAND.

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SPECIAL MANUFACTURED FOR

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

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SANG MOW.

RATTAN AND GRASS
FURNITURE MAKER.CHAIRS, TABLES, SETTERS &
LONG CHAIRS.BAMBOO BLINDS, MATTINGS
in all colours on Sale.

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GOLD MEDAL.

St. Louis, 1904.

DOSE and Winged in the

Breakfast.

Hongkong, 20th February, 1908.

401

APENTA

NATURAL APERIENT WATER.

Bottled at the Springs, Budapest,

POST OFFICE NOTICE

The *Goebel*, with the German mail of the 19th May, left Singapore on Friday, the 12th instant, at 9 a.m. and may be expected here on or about Tuesday, the 16th inst., at noon.

FROM:

PER:

DATE:

Bangkok	Protector	Saturday, 13th, 9.00 A.M.
Manila	Zahiro	Saturday, 13th, 10.00 A.M.
EUROPE & INDIA via TUTICORIN (Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Printed Matter and Sam- ples	Saturday, 13th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Registration	Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Bank Bills, on demand	Bank Bills, on demand

Macao

Amyo and Shanghai

Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
VICTORIA and VANCUVER (B.C.)

(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

Moj. Kobe Ickohama and Portland
Manila

Swatow and Bangkok

Shanghai

Swatow, Amyo and Tamsui

Hokkow and Bangkok

Manila

Manila, Zamboanga, Port-Darwin, Thursday
Island, Cooktown, Cairns, Townsville,
Brisbane, Sydney, Hobart, Launceston,
New Zealand, Melbourne, Adelaide, Perth
and FremantleBalawa, Cheribon, Samarang, Seramaya and
Macassar

KELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOAKI, SHIMIDU, YOKOHAMA,
HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

Swatow, Amyo and Foochow

Amyo and Shanghai

Cebu and Iloilo

Manila

Shanghai

EUROPE, & INDIA via TUTICORIN

(Late Letters 11.00 A.M. to 11.30 A.M. Extra
Postage 10 cents)(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Chefoo and Tientsin

Sandakan

Keeling, Shanghai, Nagasaki, Kobe, Yoko-
hama, Victoria and Vancouver B.C.

Hokkow and Hapong

Manila, 'Friedrich Wilhelmstafen', Simpson-
haven, Herbertshohe, Matupi, Brisbane,
Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide, Perth
and Fremantle

Shanghai, Yokohama, Kobe and Moj.

EUROPE, & INDIA via TUTICORIN

(Late Letters 11.00 A.M. to Noon Extra
Postage 10 cents)(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

Singapore, Penang and Calcutta

Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, and
Melbourne

SHANGHAI, NAGASAKI, KOBE, SHIMIDU,
YOKOHAMA, HONOLULU and SAN FRAN-
CISCO

(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)

Manila

Fuensong

Friday, 26th, 3.00 P.M.

Loongang

Ruby

Namsong

Tokain

Fookang

Aldenhaw...

Thursday, 25th, 11.00 A.M.

Friday, 26th, 11.00 A.M.

Printed Matter and Sam-
ples

Registration

10.00 A.M.

(Registration, with late
fee of 10 cents, up to
10.45 A.M.)

Registration

Kowloon

B.O. 10.00 A.M.

No late fee

Letters

11.00 A.M.

Wednesday, 24th, 11.00 A.M.

Thursday, 25th, 11.00 A.M.

Friday, 26th, 11.00 A.M.

Printed Matter and Sam-
ples

Registration

10.00 A.M.

(Registration, with late
fee of 10 cents, up to
10.45 A.M.)

Registration

Kowloon

B.O. 10.00 A.M.

No late fee

Letters

11.00 A.M.

Friday, 26th, 3.00 P.M.

Printed Matter and Sam-
ples

Registration

10.00 A.M.

(Registration, with late
fee of 10 cents, up to
10.45 A.M.)

Registration

Kowloon

B.O. 10.00 A.M.

No late fee

Letters

11.00 A.M.

Friday, 26th, 3.00 P.M.

Printed Matter and Sam-
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(Registration, with late
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Registration

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Friday, 26th, 3.00 P.M.

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10.45 A.M.)

Registration

Kowloon

B.O. 10.00 A.M.

No late fee

THE BRITISH ASLEEP.

[By Edward Noble in the *Morning Post*.]

For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although no one would call it wise; but that an Island Nation which is unable to feed herself should take the same attitude while the Merchant Navy which feeds her is slowly driven from the face of the sea is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is a thorny subject, but I will try to put it plainly. Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service—and on another page there appeared a note showing Herr Ballin, the managing director of the Hamburg-Amerika Line, diplomatically escaping from the consequences of statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marines Herr Ballin declared that "the overwhelming superiority" of the former existed only on paper. "The British Mercantile Marine," he said, "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramps, constructed of the cheapest material, and capable of steaming only at the slowest speed."

Now I am not concerned here with the question of the number or equipment of our small ships nor with Germany's or England's claims to superiority in this branch of the service, but I am concerned with the question of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have withdrawn the statement and to deny that he made use of the phrase. "Well—it is immaterial. A fact which is recognised by people conversant with the condition of our Mercantile Marine only requires to be denied in order to prove its truth. It is acknowledged that, roughly, 80 per cent. of the British shipping comes under the heading "Trampomage." And for the benefit of those who are uncertain I may say that a tramp is a species of steamship which came into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unsavory, and carried fewer hands ever since. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and out into the freight of the liners. She is built cheaply. She is run cheaply. She is a danger to well-ordered ships by the fact that she is unmerciful. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the seas, and comes deservedly under the lash of Herr Ballin, but she feeds the British people, and is owned by individuals and companies who must make her pay. That is the secret of her existence, the reason why she was built; and if directors are unable to earn dividends some uncomfortable truths or untruths are hurled at them at the half-yearly meetings.

England is not fed and clothed and provided with cheap crockery because otherwise England would starve and be very uncomfortable, but because it pays someone to feed and clothe and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are scarcely considered adequate by those who invest in shipping, especially in times when the risks are daily accumulating. Once it was possible to amass great fortunes and run ships with a fairly lavish hand, but that time has passed. Competition arose. Competition between British owners-out-there, competition, the survivor of them left staggering. And lastly there arrived the competition of State-aided foreigners, nations who see in our lack of system an opportunity to gain for themselves some portion, all, if possible, of that ocean-borne traffic which once admittedly was ours.

Mr. John Herren, the shipowner, has recently given evidence before the Departmental Committee on the supply and training of British boy seamen for the Mercantile Marine. He considers that Government should subsidise the shipowners for carrying and training boys whom they do not want, on the ground that sailing ships do not pay. "Eighty per cent. of the companies owning sailing ships—I quote from the leading article in the *Journal of Commerce*—are up to the neck in debt which they will never be able to clear off, and in fact of this it would be simply preposterous to insist upon boys being carried on such vessels without the payment to their owners of an adequate quid pro quo." The suggested quid pro quo, as far as I can gather, will cost the country £25 per boy for the two first years of training, while on the third year he would be in receipt of £1 per month less than an A.B.'s wages. "Sailing ship owners," says the same article, "do not carry deck boys, nor do they want them." I agree—they want men. "Something like 33 per cent. of the boys engaged by Mr. J. W. Hughes, a Liverpool shipowner, leave at the end of eighteen months for shore employment. A record of the service of 43 lads shows that only three of them stayed more than a year." I am not surprised. Meanwhile we see appeals to philanthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipboard, which shall supply us with the necessary seamen. That is to say, philanthropy is asked to take in hand the duty of training seamen for the Mercantile Marine—a duty the shipowner is no longer willing to carry out, because it does not pay. "In 1870," says a Board of Trade shipping return for 1900, "we had 18,303 apprentices. To-day we have only 5,617." And, I may add, in 1905 the Board of Trade return puts the number 2,943. The actual figures for the period in question are as follows: 1870, 18,303; 1880, 14,667; 1890, 8,650; 1900, 5,617; 1905, 2,934.

I have no desire to make more difficult the task which has been placed before philanthropy to solve, but I ask plainly, Was it necessary forty years ago to solicit donations to aid our Mercantile Marine? Has anyone ever heard that Green, or Wigram, or Devitt and Moore, or any of the old-time shipowners found it necessary to refuse to train boys on the ground that their vessels did not pay, or that a bonus, the quid pro of the *Journal of Commerce*, was demanded as an inducement? Does France or does Germany, our two chief competitors, find it essential to their industry to appeal to philanthropic persons for aid in this matter? To anyone who knows the condition of the fleets of our rivals the answer is plain—the necessity does not exist. Why is it that Germany can make such records with her Caps Horn fleet of sailing ships, while England only succeeds in making a bad second? Is it because Britshers are getting as fussy as the tanks in which they sail, or is it, because the German ship is well built and well manned and the British is inefficient? One has heard, too, that the German can make a dividend for his owners, but authoritatively we are told that "80 per cent. of British sailing ships are up to their neck in debt, which they will never be able to clear off." Is it now time that we looked at this thing straight and spoke

of it without hyperbole? By common assent it is recognised that the truth is often unpleasant, and the truth here is even more than usually nauseous. Yes I will state it.

The conditions of service in the British Mercantile Marine are such that no self-respecting man or boy will continue in it. That is my statement, and let it should be supposed that I am alone in my belief I quote the former President of the Board of Trade, who in the House of Commons on May 23, 1906, spoke these words: "My own surprise is not that we have not a sufficient number of sailors, but that we have 150,000 Britshers who go to sea under such conditions as prevail at present." That, I take it, comes as it does from one who was then at the head of this great industry, may be regarded as unequivocal; yet I venture to quote one more extract, this time from a letter from Mr. H. A. Livermore, the secretary to the Missions to Seamen. "The speaking of the boys who go to sea, "the future officers and commanders of our Mercantile Marine." These lads, "he tells us, "generally come from good homes, while very many are the sons of professional men; but the conditions under which they are often live and work on board ship are such as the majority of self-respecting working-class lads in this country would not endure for a single day. Cooped up for three, four, or even five months at a time, in the discomfort, dirt, and evil surroundings of a modern sailing ship, these young gentlemen, when they reach port, are only too ready to fall a prey to the landsharks, who hold out to them opportunities of pleasure, but who generally end in robbing and ruining the poor lads. That is the indictment of one who has also had exceptional means of coming at the truth, and I accept it in all sincerity. You will notice, too, that Mr. Livermore says "modern sailing ships," also that the ex-President of the Board of Trade says "such conditions as prevail at present," and I state here definitely from my own knowledge that this state of things has been brought upon us by competition: a keen competition; by overbuilding during "boom" years; by the constant aim of cheapening ships in order that they may still be able to compete with State-aided foreigners; by the constant reduction of ocean freight charges; by flight between rival lines until it pays nearly as well to run ships empty as full.

Germany and France, and other protected countries in a lesser degree, have made for themseives rules while our shipowners have fought to meet them by reducing expenses; by launching on the seas things of the tramp brand, "manned" by three men in a watch, carrying two "officers" and carrying them night and day, in port and at sea, in the effort to make dividends for those shareholders who will clamour. England in her struggle to maintain her position has succeeded in sweating her sailors, and now that we are finding it difficult to man our ships with Britshers we are asked to put our hands in our pockets to perpetuate the evils so lucidly described by Herr Ballin. If you can find an Englishman sailing before the mast in steam or sailing ship tramps, ask him his opinion of the life. He will give you an embellishment bordering on blasphemy. If you ask his officer he will tell you he would not send a dog to sea. He may give you his views of a "two officer" ship, one of the "freak-brand" that is patiently battling against circumstances and the State-aided foreigner. He will explain, perhaps, how it feels to stand "watch and watch," which means 15 hours on duty daily, what it is like to tally cargo Sunday and all day while in port, all night too if need be, and without additional pay; what he is fit for when the cargo discharged, he climbs to "Mount Misery" (the bridge) and resumes a duty known as navigation. Whether he is fit for it after perhaps 30 or 40 hours work at the cargo; what the three-hour stretch of sleep, spatchcocked between salt water baths provided gratis by the tramp he directs, is like—whether on turning out he is inclined to laugh and "fitch his trousers" after the manner of tars on the stage. Ask him, too, whether it pays to be an officer, whether there is any pension at the end of things or only the streets and the House? If he be skipper ask him the same question—does it pay? The man earns perhaps ten pounds a month, perhaps twenty—anything that lies between may be his salary; plus in some cases a written agreement to hand to his managing director all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask this British, be he British, shipmaster his views on the justice of those Board of Trade inquiries which sit in judgment upon him: whether the upshot is for the owner of the undermanned and cheaply-run "tramp" which has come to grief while he stood on his bridge or penalty for him; whether he would find it easy to climb once more to command after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the director, which has ruined him. Ask the officers of some of our "liners" what it is like to sit at the head of a table and chat with passengers and systematically refuse those dishes which are meant only for the passenger who smiles in his face, what would be the consequence for him if he forgot his position and indulged in his appetite.

The thing stands too appallingly for what it is. It is not the condition which was, but the condition which is, that annoys. Yet, if you have patience, ask these questions, and if this sailor is inclined to trust you, or you are one of the brotherhood, he will keep you pinned with the story of the fall, of the competition which has brought it about, of the overbuilding and bounces which have reduced freights until it would benefit the merchant in Liverpool to ship goods to London via New York rather than send them via Cawnpore. Eighty per cent. of British ships are tramps, scuriously handicapped from the hour of their birth, hopelessly inadequate to resist that "combination of circumstances" which at any moment they may meet. But they feed us, bring us cloaks and hats and caps and window-sashes and roll-top desks—things it appears, we are too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they find the task difficult. Sometimes that combination of circumstances, against which man inures meets the tramp full face, and she must stand there in the open and take her dressing. Sometimes she is incompetent to take the dressing the hand of the sea has prepared. Competition has been to that. Cheap freights have been to it. Cheap freight, cheap fittings, cheap material have rendered it plain, to the man on the bridge what will happen now that this combination of circumstances has met him. Sometimes these steel tanks cave in. Sometimes the cargo shifts, despite your ordered array of shifting boards. Sometimes the hatchets are loose, sometimes the plates. The ships lie down, throw up their heels, and we say they are "missing." On this subject I speak with bated breath. The list is long. Sometimes it is heavy, sometimes it is light, but it is always present, staring at those who have eyes to see. I accept that statement of Herr Ballin's, whether he made it or not. Eighty per cent. of British ships are tramps, and life in a tramp is servitude. Get at the heart of this evil. Recognise the position. It is a sweatshop industry: an industry which seems to be going the way of other industries, of agriculture—an industry which presently may be lost to the British people, who when they come into possession of it, found it strong and virile.

POSITIVISM.

There is a formula, applicable equally to a belief in ideas and to a belief in matter, which expresses, as Auguste Comte said, the most absolute truth that there is, the consciousness that is, that "everything is relative." Every one knows it, every one understands it; who has not uttered it once at least? Yet the affirmation that "everything is relative" is, after all, of a positive nature. It is the expression of an affirmation which is at all events necessary in order to be able to see into the heart of things, to make a start and arrive at a conclusion. Undoubtedly, most of those who have this expression on their tongues do not realise its scope. No one realises that this formula involves for us what the assumption of the existence of a God involved for the Deists, the Christians or the Mussulman. Yet it is so. This formula puts a final end to the Absolute. The spread of this formula is a sign of the times, and a striking proof that in future Positivism will dominate humanity. In the religion of humanity it plays the same part as did the formula "Christus regnat, Christus imperat," applied to Christ. It involves the admission that we are merely simple observers and spectators of phenomena, which are independent of our will and subject to determinate laws of Nature. It involves this too, that we can get profit from this phenomena only by subordinating ourselves to them, and that we are not authorised to have recourse to prayer and supplication. These three words, "everything is relative," which Comte did not invent, but to which he gave an entirely new significance, indicate that everything is changing in our method of thinking, and that a new order of things will begin. In a certain sense, they are the corner-stone of the positivist dogma, accepted more or less faithfully by such as repeat them. It is a potent formula, but more potent still are the consequences, which it must of necessity develop in the heart and soul.

To relinquish the explanation of phenomena other than through laws, involves the renunciation of all speculations concerning initial and final causes. The result of this is a wise resignation to what is invisible, and this, so far from hampering human activity, rather concentrates it on the only phenomena which are amenable to influence and should for that very reason form the real aim of human life. Hence arises the idea of a true Providence, a task of Humanity, which may be compared to Pascal's "Man," "who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity."

But Positivism embraces life in the sum total of its interests, therefore Comte has summarised his ideas also on morals and society in the most striking formulas. The words "order and progress," which he gives as the motto of politics, point to the twofold condition of all life and development. They couple the static with the dynamic, by pointing out that progress is only a further development of order, adjusting itself with greater and greater precision to the necessities of its environment. The connection meets with spirited opposition from revolutionary minds, which believe that radical and spontaneous changes can be produced in politics. A serious error, reduced to an absurdity through Comte's other formula that "destruction is only replacement." The combination of these two expressions forms the best guide and rule of conduct for our relations with political life.

"Act through love and think in order to act" is the formula in which Comte has summed up the main conditions of all social and moral existence. It is most happily supplemented by the expression "live for thy neighbour."

Both expressions suggest for the life of a man an ideal, which has never been excelled in distinction and nobility. It includes this within it, that the idea of Duty is to take precedence of that of Right, a thought of the highest social value, of which all educated nations are already possessed. —The International.

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524

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752

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21

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Hongkong, 14th May, 1908.

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THE BRITISH ASLEEP.

[By Edward Nott in the *Morning Post*.]

For an Island Nation to stand with folded hands while her manufacturers are being strangled by foreign competition is, perhaps, explicable, although no one would call it wise; but that an Island Nation which is unable to feed herself should take the same attitude while the Merchant Navy which feeds her is slowly driven from the face of the sea is so astonishing that it can only be put down to ignorance of the true position. Yet what do we see? It is a thorny subject, but I will try to put it plainly. Not very long ago a daily paper published an appeal from the Lord Mayor of Liverpool for funds to enable a certain Committee to continue the work of training boys for the British Merchant Service—and on another page there appeared a note showing Herr Ballin, the managing director of the Hamburg-American Line, diplomatically escaping from the consequences of a statement which he was reported to have made. In discussing the relative strength of the British and German Mercantile Marines Herr Ballin declared that the "overwhelming superiority" of the former existed only on paper. The British Mercantile Marine, he said, "numbers comparatively few first-class passenger ships, and consists for the most part of second-rate tramps, constructed of the cheapest material and capable of steaming only at the slowest speed."

Now I am not concerned here with the question of the number or equipment of our mail ships, nor with Germany's or England's claims to superiority in this branch of the service, but I am concerned with the question of the "second rate tramps constructed of the cheapest material and capable of steaming only at the slowest speed." Herr Ballin is reported to have withdrawn his statement and to deny that he made use of the phrase. Well—it is immaterial. A fact which is recognised by people conversant with the condition of our Mercantile Marine only requires to be denied in order to prove its truth. It is acknowledged that, roughly 80 per cent. of the British shipping comes under the heading "Trampomage." And for the benefit of those who are uncertain I may say that a tramp is a species of steamship which came into existence early in the Eighties, when first our liners began to feel the weight of foreign competition. She has grown steadily larger, more unsavory, and carried fewer handseers since. She is a brand of vessel which has no definite trade, but is ready to sail anywhere and out into the freights of the liners. She is built cheaply. She is run cheaply. She is a danger to well-ordered ships by the fact that she is undermanned. In these days she is manned almost entirely by foreigners. She is a tramp, an Ishmael of the seas, and comes deservedly under the lash of Herr Ballin, but she feeds the British people and is owned by individuals and companies who must make her pay. That is the object of her existence, the reason why she was built, and if directors are unable to earn dividends some uncomfortable truths of untruths are harped at them at the half-yearly meetings.

England is not fed clothed and provided with cheap crockery because otherwise England would starve and be very uncomfortable, but because it pays someone to feed clothed and keep England warm. Shipping does not pay in these days, or perhaps one should say that the compensations are rarely considered adequate by those who invest in shipping, especially in times when the risks are daily accumulating. Once it was possible to amass great fortunes and yet run ships with fairly lavish hand, but that time has passed. Competition between British owners and third competitors, the survival of the fittest, is staggering. And lately there arrived the competition of State-aided foreign nations who see in our lack of system an opportunity to gain for themselves some portion, all, if possible, of that ocean-borne traffic which once admittedly was ours.

Mr. John Herres, the shipowner, has recently given evidence before the Departmental Committee on the supply and training of British boy seamen for the Mercantile Marine. He considers that Government should subsidise the shipowners for carrying and training boys whom they do not want, on the ground that sailing ships do not pay. Eighty per cent. of the companies owning sailing ships—*I quote from the leading article in the *Journal of Commerce**—are up to the neck in debt which they will never be able to clear off, and in face of this it would be simply preposterous to insist upon boys being carried on such vessels without the payment to their owners of an adequate *quid pro quo*. The exaggerated *quid pro quo*, as far as I can gather, will cost the country £25 per year for the first years of training, while on the third year he would be in receipt of £1 per month less than an A.B.'s wages. Sailing ship owners," says the same article, "do not carry deck boys, nor do they want them." I agree—they want men. "Something like 35 per cent. of the boys engaged by Mr. J. W. Hughes, a Liverpool shipowner, leave at the end of eighteen months for shore employment. A record of the service of 43 lads shows that only three of them stayed more than a year." I am not surprised. Meanwhile we see appeals to philanthropic individuals for funds to enable the men who are working heroically in this ungrateful task to carry on the homes and training establishments, some of them on shore and not on shipboard, which shall supply as with the necessary seamen. That is to say, philanthropy is asked to take in hand the duty of training seamen for the Mercantile Marine—a duty the shipowner is no longer willing to carry out, because it does not pay. "In 1870," says the Board of Trade shipping return for 1900, "we had 18,303 apprentices. To-day we have only 5,617." And, I may add, in 1906 the Board of Trade return puts the number at 2,943. The actual figures for the period in question are as follows: 1870, 18,303; 1880, 14,667; 1890, 8,650; 1900, 5,617; 1906, 2,943.

I have no desire to make more difficult the task which has been placed before philanthropy to solve, but I, as plainly, was it necessary forty years ago to solicit donations to aid our Mercantile Marine? Has any one ever heard that Green, or Wigram, or Devitt and Moore, or any of the old-time shipowners found it necessary to refuse to train seamen on the ground that their vessels did not pay, or that a bonus, the *quid pro quo* of the *Journal of Commerce*, was demanded as an inducement? Does France, or does Germany, our two chief competitors, find it essential to their industry to appeal to philanthropic persons for aid in this matter? To anyone who knows the condition of the fleets of our rivals the answer is plain—the necessity does not exist. Why is it that Germany can make such records with her Cape Horn fleet of sailing-ships, while England only succeeds in running a bad second? It's because Britishers are getting as fussy as the tanks in which they sail, or it is because the German ship is well built and well manned. The British is inefficient? One has heard, too, that the German can make a dividend for his owners, but authoritatively we are told that "80 per cent. of British sailing ships are up to their neck in debt, which they will never be able to clear off." Is it now time that we looked at this thing straight and spoke

of it without hyperbole? By common assent it is recognised that the truth is often unpleasant, and the truth here is even more than usually so.

The conditions of service in the British Mercantile Marine are such that no self-respecting man or boy will continue in it. That is my statement, and let it should be supposed that I am alone in my belief. I quote the former President of the Board of Trade, who in the House of Commons on May 23, 1906, spoke these words: "My own surprise is not that we have not a sufficient number of sailors, but that we have 150,000 Britishers who go to sea under such conditions as prevail at present." That, I take it, comes as it does from one who was then at the head of this great industry, may be regarded as unequivocal; I venture to quote one more extract, this time from a letter from Mr. H. A. Livermore, the secretary to the Missions to Seamen. He is speaking of the boys who go to sea, "the future officers and commanders of our Mercantile Marine." These lads, he tells us, "generally come from good homes, while very many are the sons of professional men; but the conditions under which they too often live and work on board ship are such as the majority of self-respecting working-class lads in this country would not endure for a single day. Cooped up for three, four, or even five months at a time, in the discomfort, dirt, and evil surroundings of a modern sailing ship, these young gentlemen when they reach port are only too ready to fall a prey to the landsharks, who hold out to them opportunity of pleasure, but who generally end in robbing and ruining the poor lad." That is the indictment of one who has also had exceptional means of coming at the truth, and I accept it in all sincerity. You will notice, too, that Mr. Livermore says "modern sailing ships," also that the ex-President of the Board of Trade says "such conditions as prevail at present," and I state here definitely from my own knowledge that this state of things has been brought upon us by competition; a too keen competition: by the constant aim of cheapening ships in order that they may still be able to compete with State-aided foreigners; by the constant reduction of ocean freight charges; by flights between rival lines until it pays nearly as well to run ships empty as full.

Germany and France, and other protected countries in a lesser degree, have made for themselves fleets and of shipowners have fought to meet them by reducing expenses; by launching on the seas things of the tramp brand, "maimed," by three men in a watch, carrying two "officers," and harrying them night and day, in port and at sea, in the effort to make dividends for those shareholders who will flourish.

To relinquish the explanation of phenomena rather than through laws, involves the renunciation of all speculations concerning initial and final causes. The result of this is a wise resignation to what is inevitable, and this, so far from hampering human activity, rather concentrates it on the only phenomena which are amenable to influence and should for that very reason form the real aim of human life.

Hence arises the idea of a true Providence, a task of Humanity, which may be compared to Pascal's "Man," who can live for ever and can never cease caring for the welfare of the unlimited line of his posterity."

But Positivism embraces life in the sum total of its interests; therefore Comte has summarised his ideas also on morals and society in the most striking formula. The words "order and progress," which he gives as the motto of politics, point to the twofold condition of all life and development. They couple the static with the dynamic, by pointing out that progress is only a further development of order, adjusting itself with greater and greater precision to the necessities of its environment. The conception meets with spirited opposition from revolutionary minds, which believe that radical and spontaneous changes can be produced in politics and spontaneous changes can be produced in the State and the State-aided foreigners. He will explain, perhaps, how it feels to stand "watch and watch," which means 15 hours on duty daily, what it is like to tally cargo Sunday and all day while in port, all night too if need be, and without additional pay; what he is fit for when the cargo discharged, he climbs to "Mount Misery" (the bridge) and resumes a duty known as navigation. Whether he is fit for it after perhaps 30 or 40 hours work at the cargo, what

the three-hour snatches of sleep, spatchcocked between salt water baths provided gratis by the tramp he directs, is like—whether on turning out he is inclined to laugh and hitch his trousers after the manner of tars on the stage. Ask him, too, whether it pays to be an officer, whether there is any pension at the end of things or only the streets and the House? If he be skipper ask him the same question—does it pay? The man earns perhaps ten pounds a month, perhaps twenty—anything that lies between may be his salary, plus in some cases a written agreement to hand to his managing director or all those perquisites and commissions on which he is supposed to grow fat, on pain of instant dismissal. Ask this British, he the British, shipmaster his views on the justice of those Board of Trade inquiries which sit in judgment upon him; whether the upshot is penalty for the owner of the undermanned and cheaply-run tramp which has come to grief while he stood on her bridge or penalty for him; whether he would find it easy to climb once more to command after his certificate has been suspended, or whether he found it wise to say at that inquiry, all that he knew of the disaster which has ruined him. Ask the officers of some of our "liners," what it is like to sit at the head of a table and chat with passengers and systematically refuse those dishes which are meant only for the passenger who smiles in his face, what would be the consequences for him if he forgot his position and indulged in his appetite. The thing stands too appallingly for what it is. It is not the condition which was, but the condition which is, that annoys. Yet, if you have patience, ask these questions, and if this sailor is inclined to trust you, or you are one of the brotherhood, he will keep you pinned with the story of the fall, of the competition which has brought it about, of the overbuilding, and bounties which have reduced freights until it would benefit the merchant in Liverpool to ship goods to London via New York rather than send them via Cawnpore. Eighty per cent. of British ships are tramps, scandalously handicapped from the hour of their birth, hopelessly inadequate to resist that "combination of circumstances" which at any moment they may meet. But they feed us, bring us cloaks and hats and drapes and window-sashes and roll-top desks—things, it appears, we are too stupid to make; they bring us also cotton and wool and grain and beef. Sometimes they find the task difficult. Sometimes that combination of circumstances against which man insures meets the tramp full face, and she must stand there in the open and take her dressing. Sometimes she is incompetent to take the dressing the hand of the sea has prepared. Competition has seen to that. Cheap freights have seen to it. Cheap crews, cheap fittings, cheap material have rendered it plain to the man on the bridge what will happen now that this combination of circumstances has met him. Sometimes these steel tanks cave in. Sometimes the cargo shifts, despite your ordered array of shifting boards. Sometimes the batches are stored, sometimes the plates. The ships lie down, throw up their heels, and we say they are "missing." On this subject I speak with bared head. The list is long. Sometimes it is heavy, sometimes it is light; but it is always present, staring at those who have eyes to see. I accept that statement of Herr Ballin's, whether he made it or not. Eighty per cent. of British ships are tramps, and life in a tramp is servitude. Cut at the heart of this evil. Recognise the position. It is a sweating industry: an industry which seems to be going the way of other industries, of agriculture—an industry which probably may be lost to the British people, who, when they come into possession of it, found it strong and virile.

POSITIVISM.

There is a formula, applicable equally to a belief in ideas and to a belief in matter, which expresses, as Auguste Comte said, the most absolute truth that there is, the consciousness that is, that "everything is relative." Every one knows it, every one understands it; who has not uttered it once at least? Yet the affirmation that "everything is relative" is, after all, of a positive nature. It is the expression of an affirmation, which is at all times necessary in order to be able to see into the heart of things, to make a start and arrive at a conclusion. Undoubtedly, most of those who have this expression on their tongue do not realise its scope. No one realises that this formula involves for us what the assumption of the existence of a God involved for the Deist, the Christian or the Moslem. Yet it is so. This formula puts a final end to the Absolute. The spirit of this formula is a sign of the times, and a striking proof that in future Positivism will dominate humanity. In the religion of humanity it plays the same part as did the formula "Christus regnat, Christus imperat," applied to Christ. It involves the admission that we are merely simple observers and spectators of phenomena, who are independent of our will and subject to determinate laws of Nature. It involves this too, that we can get profit from this phenomena only by subordinating ourselves, to them, and that we are not authorised to have recourse to prayer and supplication. These three words "everything is relative," which Comte did not invent, but to which he gave an entirely new signification, indicate that everything is changing in our method of thinking, and that a new order of things will begin. In a certain sense, they are the corner-stones of the positivist dogma, accepted more or less faithfully by such as repeat them. It is a potent formula, but more potent still are the consequences, which it must of necessity develop in the heart and soul.

To relinquish the explanation of phenomena rather than through laws, involves the renunciation of all speculations concerning initial and final causes. The result of this is a wise resignation to what is inevitable, and this, so far from hampering human activity, rather concentrates it on the only phenomena which are amenable to influence and should for that very reason form the real aim of human life.

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